

## STOCKS AND BONDS

Market Develops a Little Strength in Few Shares.

## CHICAGO TRAFFIC ADVANCE

Upon the Firmness That Was Shown in Times Securities Many Others Took a Turn for the Better—Money Continues to be Tight.

(By Associated Press.)  
NEW YORK, March 16.—The stock market showed no evidence of extension beyond the professional limits which have bounded it all this week.  
Missouri Pacific added two points to its sudden drop of 4-1/2 points yesterday before any effective support developed. The Chicago Union Traction stocks, however, seem to have reached the limit of the violent decline of the week. When these weak features began to recover a slow hardening tendency in the general market asserted itself more effectively. Louisville & Nashville was a conspicuous figure in the advancing tendency.  
The continued firmness of the call money market and an appreciable advance in the interest rates for time loans were disappointing. Close was at small general gains, but with the tone barely steady.

**Chicago Grain Market.**  
CHICAGO, March 16.—Decreased shipments of wheat from Argentine and increased exports of flour from American ports imparted strength today to the local wheat market. At the close wheat for May delivery was up 1-2-3/4. Corn was up 1-8-1/4. Oats were 1-8-1/4 lower. Provisions, 2-1/2-10 higher.  
The opening and closing prices of the leading futures ranged as follows:  
Wheat No. 2: May, 78 1-4-7/8 1-2-3/4; July, 78 3-8-7/8 1-2-3/4; September, 78 1-4-7/8 3-8-7/8.  
Corn No. 2: May, 43 5-8-1/4 3-4-1/2.

## OFFICIAL RANGE OF STOCKS.

Corrected Daily by H. E. Boykin.

Stocks, Bonds, Cotton, Grain, Etc., Room 2, Braxton Building.

	Open.	High.	Low.	Close.
Auracunda	269	271	269	270
Allis-Chalmers	21 1-2	21 7-8	21 1-2	21 7-8
Amalgamated Copper	106 7-8	107 3-4	106 7-8	107 1-8
American Car and Foundry				41 3-4
American Cotton Oil				34 1-4
American Locomotive	68 1-2	69	68 1-2	69
American Smelting	159 1-2	159 7-8	159	159 3-8
American Sugar	138 1-8	139 3-8	137 3-4	138 1-4
Atchafalpa	93 3-8	93 3-8	92 3-4	93
Atchafalpa, preferred				
Atlantic Coast Lin.				
Baltimore & Ohio	110 1-8	110 1-8	109 7-8	110
Brooklyn Rapid Transit	84 5-8	85	84 1-4	84 1-2
Canadian Pacific	170 1-2	171	170 1-8	171
Chesapeake & Ohio	57	57 7-8	57	57 1-2
Chicago Great Western				20 3-4
Chicago, Mil. & St. Paul	175 1-2	176	175 1-4	175 3-4
Colorado Fuel and Iron	63 1-2	63 1-2	62	63
Dillards' Securities	57 3-4	57 3-4	57 1-8	57 1-8
Erie	42 1-4	42 3-4	42 1-4	42 1-4
Erie, first preferred	77 1-8	77 1-4	77 1-8	77 1-8
Illinois Central	170 1-2	171 1-4	170 1-4	171 1-4
Louisville & Nashville	159	152 1-2	150	152
Manhattan				
Metropolitan Street Railway	113 1-2	113 1-2	112	112 3-8
Metropolitan Street Ry. Securities	71	71 1-4	71	71 1-4
Mexican Central	24 1-2	24 7-8	24 1-4	24 7-8
M. K. & T.	34 3-4	36	34 3-4	35 3-4
M. K. & T., preferred	71 1-2	72 3-4	71	72
Missouri Pacific	95	96 1-4	95	96
National Lead	61	81 1-8	80 1-4	81
New York Central	146	146 7-8	145 1-2	146 7-8
N. Y. O. & W.	50 1-4	50 1-4	49 7-8	50
Norfolk & Western				
Pacific Mail				
Pennsylvania	137 5-8	138	137 1-2	137 5-8
People's Gas	94 1-4	95	94 1-8	95
Pressed Steel Car	52 3-4	52 3-8	52 1-2	52 1-2
Reading	127 3-4	128 3-4	127 5-8	128 1-4
Republic Iron and Steel				100 1-2
Republic Iron and Steel, preferred				26 1-4
Rock Island	26	26 1-4	26	26 1-4
Rock Island, preferred				66
Sloss-Sheffield	83 1-2	83 3-4	83 1-2	83 1-2
Southern Pacific	66 1-8	66 1-4	65 3-4	66 1-4
Southern Railway	41	41 3-8	40 1-2	41
Southern Railway, preferred				101 1-2
Tennessee Coal and Iron				150 1-2
Texas & Pacific	33 3-4	33	33 3-4	33 7-8
Union Pacific	152 1-2	153 1-8	152 1-4	152 5-8
United States Rubber				53 1-2
United States Steel	40 3-8	40 7-8	40 1-4	40 1-2
United States Steel, preferred	105 1-2	106	105 1-4	106
Virginia-Carolina Chemical	52	52	51 1-4	51 1-4
Virginia-Carolina Chemical, preferred				22 5-8
Wabash				50
Wabash, preferred	49 1-4	50 1-4	49 1-8	50
Western Union Telegraph Company	93	93	92 1-4	93
New York Cotton:				
May	10.40	10.56	10.38	10.51
July	10.54	10.68	10.50	10.62
August	10.10	10.20	10.08	10.16
October	10.19	10.26	10.13	10.19

If You Want to Buy  
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If You Want anything try a

## Daily Press Want Ad.

Old Papers for Sale  
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BEWARE of Banking by Mail; first, because it is risky; second, because you have better advantages at home.  
We make a specialty of attending to the banking and other financial affairs of persons employed during the day. Will give bond.  
We would also like to see Newport News people awake to the opportunities offered for making money during the Exposition. We are constantly studying the business situation and will offer you our advice FREE.  
OFFICE OPEN SATURDAY AND MONDAY NIGHTS  
TILL NINE for your convenience.

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General Solicitors and Financial Agents.

Rooms 9-11-15 Coleman Building. 2615 Washington Avenue.

## NINE FIRES IN GOTHAM

Men, Woman and Children Flee  
in Night Clothes.

## STAND IN BARE FEET IN SNOW

Smoke Drives the Hundred Tenants  
of the Building Out Into the Cold—  
None of the Flames Amounted to  
Much—Loss Only \$30,000.

(By Associated Press.)  
NEW YORK, March 16.—Nine fires, none of them particularly serious so far as financial loss is concerned but which brought great hardship to tenants and firemen because of frozen hydrants, occurred in New York city today.  
More than 100 tenants of a flat-house in West Fifty-third street were driven, either half-dressed or in their night clothes, upon the roof of the building, where the snow was nearly six inches deep and from which they could not escape. A peculiar feature of this fire was the fact that the building was at no time in serious danger from the flames and yet many persons risked their lives in the snow, in which they were compelled to stand fifteen minutes before firemen with ladders were able to take them all off the roof. The fire was in the basement and smoke drove them to the roof.  
Six of the other fires were in buildings occupied for business purposes. The most spectacular of these was a fire on the top floor of a seven-story building at East Nineteenth street.  
An old inn, known as the Hotel Arden, in Two Hundred and Twenty-fifth street, was also destroyed.  
The ninth fire destroyed a private house on Staten Island.  
The total loss from all the fires was estimated at about \$30,000.

The most satisfactory man to tell a joke is the one who has already started to laugh.  
Senator Tillman is said to do the best work when there is a noise about him. Provided, of course it is not a noise like a White House lecture.—Washington Post.

At the battle of Mount Dajo the American troops demonstrated that all Moros look alike to them.—Washington Post.

By the time debate on the subject is closed, the government clerks may be convinced that they have no right to live to be seventy, anyway.—Washington Post.

The Baltimore and Ohio Railroad is being sued for \$10,000 by a man who saved a train from destruction and doesn't believe in being a hero for glory only.—Washington Post.

From his recent address before the Mississippi legislature, it appears that Judge Parker has come to sufficiently to work off one of his left-over speeches.—Washington Post.

Still by the time every liar has been given a hearing on the subject, we may not care very much if we have a canal.—Washington Post.

In his attempt to break into Congress, Richmond P. Hobson displays the same desperate courage that distinguished him when he sank the collier at the entrance to Santiago Harbor. And the result promises to be as great a failure.—Washington Post.

Cannot Use Title as Advertisement.  
The Navy Department has advised Civil Engineer Franklin C. Prindle, U. S. N., retired, that he must take steps to have changed the title of a mining company of which he is the president and which bears the name of the "Admiral Prindle Mining Company." Official complaint had been made by a naval officer of the line against Civil Engineer Prindle for permitting the use of the word admiral in exploiting a commercial enterprise.—Washington Star.

Daily Press "Want" Ads bring the desired results.

## ARTIFICIAL EYES.

The First Ones Made Were Worn  
Outside the Socket.

As early as 500 B. C. artificial eyes were made by the priests of Rome and Egypt, who practiced as physicians and surgeons. Their methods of eye making are thus described: On a strip of flesh tinted linen, two and a quarter by one and a quarter inches, the flat side of a piece of earthenware, modeled life size and painted to represent the human eye and eyelids, was cemented. This linen, coated on the other side with some adhesive substance, was placed over the eye-hole and pressed down. In brief, the artificial eye was worn outside the socket and, though a clumsy substitute, was probably appreciated by the Romans and Egyptians. In the ruins of Pompeii, destroyed in 79 A. D., an eye of this description was discovered.  
Not until the sixteenth century do we hear of eyes at all like those of today—that is, worn inside the socket. A French surgeon, one Ambroise Pare, invented three artificial eyes. One consisted of an oval plate covered with soft leather, on which an eye was painted. It was attached to the head by a strong steel band. It could have been neither sightly nor comfortable. The second device and the first known in history to be worn inside the socket consisted of a hollow globe of gold deftly enameled. The third eye devised by this ingenious gentleman was a shell pattern eye, much like that in use today, except that it was of gold and enamel.  
Pare's inventions were followed by eyes of painted porcelain and colored pearl white, which became very popular. They were succeeded by eyes of glass, which soon took the place of all others and command popular favor to this day.  
Glass eyes were invented about the year 1570 and were crude productions of inferior workmanship, the iris and pupil being hand painted in a far from lifelike manner. Shakespeare mentions glass eyes in "King Lear," where the king advises the blinded traitor Gloucester to "get thee glass eyes and seem to see."

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Cafe and Family  
Liquor Store.  
Is the best place to buy a PURE stimulant or a beverage, if you must have it.  
My leading brands of bulk goods are Callwood and Mount Vernon. We also carry a full stock of other brands of fine Whiskies.  
Duffy's Malt, for medicinal purposes, 85c quart; Virginia Claret and California Wines, 25c quart.  
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Let Us Wire Your House  
and install the best, cheapest and most convenient light in use.  
We will be glad to give you estimates on wiring.  
Call at office and see us. Phone messages receive prompt attention.  
Electric light and power rate 10c per 1,000 watts subject to our usual terms and discounts.  
Pure Ice—made of distilled water.  
COLD STORAGE.  
Power House and Plant, Twenty-fifth street and Virginia avenue.  
Office, Thirty-first street and Washington avenue.  
Both phones, No. 15; night phone, No. 403 Citizens.

**Citizens' Railway, Light and Power Company**  
Branch Office, 3102 Washington Ave.

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Original and Only Genuine.  
SAFELY ALWAYS A GUARANTEE TO BRING TO CHICKEN'S ENGLISH  
in MED and Gold metal boxes, used in the ribbon. Take no other. Refuse cheap imitations and imitations.  
Beware of cheap imitations and imitations. Buy only the original. Testimonials from all parts of the world. In letter, by return mail, 10,000 Testimonials. Sold by all druggists. Chickens' English Co., 1000 Broadway, New York, N. Y.

**LADIES' DR. LAFRANCO'S COMPOUND.**  
Safe, speedy regulator; 25 cents. Druggists or mail. Booklet free. DR. LAFRANCO, Philadelphia, Pa.

**PARKER'S HAIR BALM**  
Gleams and beautifies the hair. Promotes a luxuriant growth. Never fails to restore Gray Hair to its youthful color. Cures scalp disease and hair falling. 50c and \$1.00 a bottle.

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carried on margin. Private wires to  
New York and Chicago. Correspond-  
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227 NORTH SIXTH ST., Philadelphia.  
Solely GERMAN. Graduated Specialist in  
Scurvy, Gonorrhea, Syphilis, etc. in 10 days.  
Private treatment. No pain. No odor. No  
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expense. No delay. No loss of time. No  
loss of work. No loss of money. No  
loss of honor. No loss of life. No  
loss of anything. No loss of anything.  
40 years practice. Send for sworn testimonials and book, ex-  
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## TRANSPORTATION GUIDE.

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AIR LINE RAILWAY.  
SHORT LINE TO PRINCIPAL  
CITIES OF THE SOUTH AND  
SOUTHWEST, FLORIDA, CUBA  
TEXAS, CALIFORNIA AND MEXICO,  
REACHING THE CAPITALS OF SIX  
STATES.

Schedule in Effect July 2d, 1905.

Route.	No. 41.	No. 32.
Lv Norfolk	9:00 am	3:24 pm
(via Fern)		
Lv Portsmouth	9:25 am	8:59 pm
Lv Suffolk	9:54 am	9:22 pm
Ar Lewiston N. C.	1:00 pm	
Lv Weldon	11:55 am	11:30 pm
Lv Henderson	2:10 pm	1:49 am
Lv Raleigh	4:00 pm	2:25 am
Ar Southern Pines	6:16 pm	5:38 am
Ar Hamlet	7:30 pm	6:45 am
Ar Wilmington		12:45 pm
Ar Charlotte	10:45 pm	10:00 am
Lv Hamlet	10:15 pm	6:45 am
Lv Columbia	12:20 am	10:00 am
Ar Augusta		5:20 pm
Ar Savannah	4:45 am	2:20 pm
Ar Jacksonville	8:55 am	6:50 pm
Ar Tampa	6:35 pm	7:35 am
Lv Hamlet, N. C.	10:15 pm	7:20 pm
Ar Athens	6:03 am	2:22 pm
Ar Atlanta	7:40 am	3:40 pm
Ar Birmingham		9:25 pm
Ar Macon	11:10 am	7:20 am
Ar Montgomery	6:25 pm	9:20 pm
Ar Mobile		2:55 am
Ar New Orleans		7:15 am
Ar Chattanooga	1:00 pm	9:05 pm
Ar Nashville	6:55 pm	6:40 am
Ar Memphis	8:45 am	3:45 pm

Suffolk & Carolina R. R. train en-  
route from Elizabeth City, N. C., and  
intermediate points arrive Portsmouth  
10:15 a. m., daily; returning leave  
Portsmouth, 4:55 p. m., except Sun-  
day, Sunday, 7:00 p. m.

Connections at Jacksonville and  
Tampa for all Florida East Coast  
Points, Cuba and Porto Rico.  
Only line out of Norfolk operating  
through sleeper to Charlotte, N. C.

No. 32 arrives at Portsmouth daily  
at 8:00 a. m.  
No. 38 arrives at Portsmouth daily  
at 5:30 p. m.

J. W. BROWN, Jr.,  
Passenger Agent, cor. Main and Gran-  
by Sts., New Atlantic Hotel Bldg.,  
Norfolk, Va.

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DOUBLE DAILY SCHEDULE TO  
ALL POINTS SOUTH AND WEST,  
THROUGH PULLMAN CAR TO  
CHARLOTTE.

IN EFFECT JANUARY 25, 1906.

Lv. Newport News  
C. & O. R'y. .... 7:40 am  
Ar. Norfolk ..... 8:30 am

9:30 a. m.—Daily. Local for Suffolk,  
Franklin, Emporia, Danville and in-  
termediate stations. Close connections  
made at Danville with fast  
through trains carrying Pullman  
sleeping cars and through coaches to  
all points South and West.

9:30 a. m.—Daily. Local to Clarksville,  
Oxford, Durham and intermediate  
stations. Arrive Durham 6:35  
p. m.

7:30 p. m.—Daily. Fast Express train  
for all points South and West, carry-  
ing through Pullman sleeping car to  
Charlotte.

7:30 p. m.—Daily except Sunday, for  
Durham and intermediate stations.  
Trains arrive Norfolk 8:35 a. m. and  
5:35 p. m.  
City Ticket Office, 95 Granby Street,  
(Monticello Hotel).

STANTON CURTIS,  
Passenger Agent, Norfolk, Va.  
H. B. SPENCER, General Manager.  
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Through Trains Vestibuled, Electric  
Lighted, Steam Heated, Dining  
Cars a La Carte through the  
grandest scenery East of  
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For Richmond, Cincinnati, Indiana-  
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10:10 A. M., and 5:25 P. M. daily.  
Local for Richmond and James River  
Points:  
7:40 A. M., week days.  
Local for Richmond:  
5:40 P. M. week days.

## TRANSPORTATION GUIDE.

## Norfolk and Newport News Express.

PINE BEACH ROUTE.  
IN EFFECT NOVEMBER 19, 1905.  
Connecting with the fast iron steamer  
ENDEAVOR.

Leave Norfolk for Newport News—  
6:20, 7:30, 9:00, 10:30, 12:00, 1:20,  
3:00, 4:30, 6:00, 7:30. (Saturday and  
Sunday only, 10:00 p. m.)  
Leave shipyard, Newport News for  
Norfolk—7:15, 8:45, 10:15, 11:45, 1:15,  
2:45, 4:15, 5:45, 7:15, 8:15. (Saturday  
and Sunday only, 10:45 p. m.)

Schedule cards of local cars at  
ticket office, Atlantic street, Norfolk.  
Saturday and Sunday only.  
LATE BOATS, MONDAY FRIDAY  
—EXTRA.

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Norfolk, Va.  
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## STEAMSHIP COMPANIES.

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Leave Portsmouth, foot of  
North street ..... 5:00 pm  
Leave Norfolk, foot of Wa-  
ter street ..... 6:00 pm  
Leave Old Point Comfort... 7:00 pm  
Arrive in Washington... 7:00 am  
Arrive in Philadelphia...  
Penn. R. R. .... \*10:50 am  
Arrive in Philadelphia, R.  
& O. R. R. .... \*11:10 am  
Arrive in New York, Penn.  
R. R. .... \*1:10 am  
Arrive in New York, B. &  
O. R. R. .... \*2:00 pm  
**SOUTHBOUND.**  
Lv. New York, Penn. R. R. \*12:00 pm  
Lv. New York, B. & O. R. R. \*1:00 pm  
Lv. Philadelphia, Penn. R. R. 2:55 pm  
Lv. Phila. B. & O. R. R. 3:08 pm  
Ar. Washington, Penn. R. R. 6:10 pm  
Ar. Washington, B. & O. R. R. \*6:00 pm  
Lv. Washington ..... \*6:30 pm  
Ar. Old Point Comfort... 7:00 am  
Ar. Norfolk ..... 8:00 am  
Ar. Portsmouth ..... 8:30 am  
Daily. \*Daily except Sunday.

The trip down the historic Potomac  
River and Chesapeake Bay on the elegant  
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## OLD DOMINION LINE

DAILY SERVICE  
FOR NEW YORK—From  
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FARE—First-class, one way, \$8.00,  
meals and stateroom, berth included.  
Round trip, limit thirty days, \$14.00.  
Steering without subsistence, \$5.  
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Ticket Office.

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NEWPORT NEWS AND RICHMOND.  
Steamers Brandon and Berkeley leave  
Pier "A" 8:30 every evening, passen-  
gers only.

Steamer Hampton will leave Pier  
"A" daily, except Sunday, at 9 a. m.,  
going to Norfolk, and at 4 p. m., going  
to Smithfield. Steamer Accomac will  
leave Pier "A" daily, except Sunday,  
at 9 a. m., going to Smithfield, and  
about 2:30 p. m., going to Norfolk.  
All business between New York and  
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All business between Newport News,  
Norfolk, Smithfield and local points  
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fifth street.

M. B. CROWELL, Gen. Agt.  
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Steamship Lines for Boston, Prov-  
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Leave Newport News, via Norfolk,  
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day, Friday and Sunday. Leaves for  
Providence every Monday, Thursday  
and Saturday, sailing from Norfolk at  
6:00 p. m.

Leave Newport News for Baltimore  
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Fare to Baltimore, one way, \$3.00;  
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berth. Accommodations and cuisine  
unequaled.

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points North and South. Steamers  
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between Newport News and Baltimore.  
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